

# 2020 ANNUAL REPORT

Sonoma County Transportation Authority  
Regional Climate Protection Authority



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The Go Sonoma Act passed with strong support in November. The renewal of funding will help meet new challenges starting in 2024.  
**More on pg 6.**



**SONOMA CLIMATE  
MOBILIZATION**  
RESILIENT · EQUITABLE · TRANSFORMATIVE

The RCPA is developing a strategy to support our resolution declaring a climate emergency, with actions to help achieve carbon neutrality by 2030.  
**More on pg 16.**



Progress was made on an updated Comprehensive Transportation Plan, with new vision and goals; while outreach continued and modeling and forecasts came together for a draft plan. **More on pg 10.**



## VISION ZERO

The SCTA helped launch a new plan to eliminate traffic injuries and deaths in Sonoma County.  
**More on pg 15.**



Significant progress was made in 2020 to complete the last gap in Sonoma County's Highway 101 carpool lanes.  
**More on pg 11.**



## GREENHOUSE GAS INVENTORY

The RCPA completed a 2018 inventory update to help track progress towards achieving short and long-term emissions reduction goals.  
**More on pg 16.**



## WOW. WHAT A YEAR.

*This year of challenges and change can only set us up for a better 2021*

The anticipation of what 2020 could offer was great as we kicked off the year with a vision for transportation sales tax reauthorization and robust response to the climate emergency. Little did we know how challenging the year would actually be and the adjustments we would all have to make.

By the close of 2020 well over 17,000 people in Sonoma County have contracted COVID-19 and we lost 200 people. The impacts of the pandemic are felt throughout the community every day. In the world of transportation, bus and train service slowed to almost zero, and the lack of commuters showed us what less congested roadways look like.

The confluence of the pandemic and an intense fire season made sheltering in place impossible for some. As transportation options diminish and "essential" jobs are predominantly performed by the least advantaged we have learned to rethink mobility, to examine evacuation routes, consider transportation options and to be

aware that equity is always a consideration. Internally, the SCTA/RCPA response to COVID ranged from the individual needs of working from home and managing projects at a distance to federal level advocacy to support transit relief efforts. We also tracked changes in GHG emissions and impacts from COVID on traffic patterns. The SCTA/RCPA maintained access to public information and meetings and increased transparency and communication.

### **There was some good news in 2020.**

The banner achievement of the SCTA was voter approval of the Go Sonoma Act - the reauthorization of our ¼ cent sales tax dedicated to transportation. With over 70% support, Sonoma County voters acknowledged the accomplishments of Measure M and said, let's keep it going and get more done! We are honored and appreciate the opportunity.

The RCPA published the 2018 GHG inventory and led efforts to declare a

climate emergency - calling for more aggressive actions to reduce emissions quickly. The Climate Mobilization Strategy is the follow up plan that will guide local efforts on key strategies for decarbonization, sequestration and resilience efforts. The Strategy calls for being carbon neutral by 2030.

There were some staff changes this year with Tanya Narath taking the helm as the Director of Climate Programs after Aleka Seville and Carolyn Glanton went off to other agencies to continue work on climate.

We are looking forward to the coming year and continuing the work on key projects like the roll out of bikeshare, evolving transit operations to grow ridership, producing the Comprehensive Transportation Plan 2050 and managing large infrastructure projects like Highway 101 and State Route 37.

- Suzanne Smith, *Executive Director*



*SCTA/RCPA Board of Directors:* Susan Gorin, Chair (Sonoma County's First District); Logan Harvey, Vice Chair (City of Sonoma); Melanie Bagby (City of Cloverdale); Sarah Gurney (City of Sebastopol); Mark Landman (City of Cotati); Jake Mackenzie (City of Rohnert Park); Kathy Miller (City of Petaluma); Joe Naujokas (City of Healdsburg); David Rabbitt (Sonoma County's Second District); Sam Salmon (Town of Windsor); Chris Rogers (City of Santa Rosa); and Shirlee Zane (Sonoma County's Third District).

*SCTA/RCPA Staff:* Suzanne Smith, Executive Director; Brant Arthur, Senior Community Affairs Specialist; Chris Barney, Senior Transportation Planner; James Cameron, Director of Projects & Programming; Chris Cone, BayREN Water Bill Savings Program Manager; Marge Fernandez, Department Analyst; Seana Gause, Senior Project/Program Analyst; Tanya Narath, Director of Climate Programs; Drew Nichols, Administrative Assistant; Janet Spilman, Director of Planning; Dana Turr y, Senior Transportation Planner; Susan Underwood, Administrative Assistant



## GO SONOMA ACT **PASSES WITH STRONG SUPPORT**

*Renewal of funding to meet new challenges starting in 2024*

This November Sonoma County asked voters to extend their ¼ cent transportation sales tax. The sales tax will fund projects that improve movement for all modes on better roads, with more bus service and bike paths. On November 3, over 70% voters chose to continue local transportation funding in Sonoma County with the Go Sonoma Act.

The Go Sonoma Act proposes to fix local streets, improve transportation corridors, increase bus transit service, and improve safety for cyclists, pedestrians and drivers. The extension, starting in 2024, means that more than twice as much money will be dedicated to local roads, local bus service, and bike projects and cannot be taken away for any other purposes.

The renewal of our sales tax is a huge win enabling delivery on meaningful transportation improvements in the years following the COVID-19 pandemic. Being a

"self-help" county allows us to start planning early and show a local match when we go up for competitive grants - which have been key to building transportation improvements.

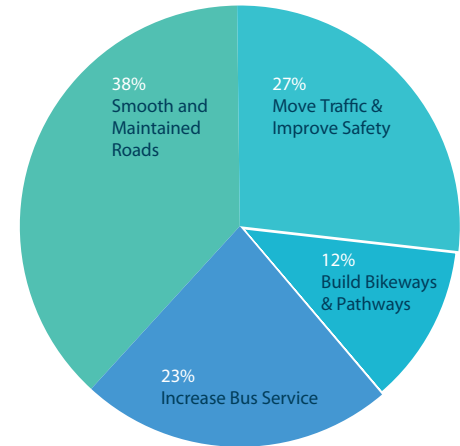
The Go Sonoma Act is only possible because of the trust that SCTA has built with Measure M - helping to maintain a close relationship with the voters. We look forward to delivering a host of projects that work together for a clean, affordable, and dependable transportation system.



Learn more:  
<http://scta.ca.gov/gosonoma>

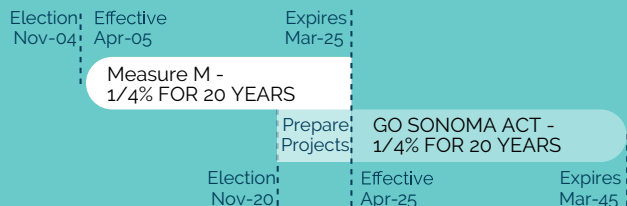


### FUNDING CATEGORIES





## GO SONOMA ACT TIMELINE



## DEDICATED FUNDING

### Annual Transit Agency Funding

Petaluma Transit	\$582,000
Santa Rosa CityBus	\$1,642,000
Sonoma County Transit	\$2,457,000

### Annual Pothole Fund

Jurisdiction	Estimated Annual Sales Tax Funding
Cloverdale	\$157,000
Cotati	\$126,000
Healdsburg	\$216,000
Petaluma	\$967,000
Rohnert Park	\$616,000
Santa Rosa	\$2,781,000
Sebastopol	\$127,000
Sonoma	\$182,000
Windsor	\$456,000
County	\$4,253,000

## RESILIENT 37

Resilient 37 program is a long-term planning project for the future of the 21-mile Highway 37 corridor between Novato and Vallejo. This collaborative planning process is led by Caltrans, Metropolitan Transportation Commission, Sonoma County Transportation Authority, Napa Valley Transportation Authority, Solano Transportation Authority and the Transportation Authority of Marin.

The project is focused on 5 primary elements including sea level rise adaptation, ecology, transportation, public access and equity. The transportation element is focused on improving the flow of traffic by relieving congestion with alternatives like carpool lanes and transit.

All possible project alternatives are being considered for an ultimate SR 37 project with a completion date estimated in 2036. Several near-term solutions are moving forward to keep the corridor functioning for now.

The near-term congestion relief project between Sears Point and Mare Island has three project alternatives under consideration, including converting existing shoulders to travel lanes and installing a movable median barrier. In addition to supporting quarterly policy committee meetings, SCTA staff helped promote a Virtual Environmental Impact Report Scoping Meeting in July for the near-term congestion relief project.

The work in 2020 examined existing conditions, while also developing a 2040 forecast that shows the likelihood of significant reverse commute growth and high potential for drivers to shift their commute to avoid tolls. The study also showed a strong market for public transit. In the short-term the four counties are partnering to expand the use of RideAmigos and incentivize users to try the ride-matching service.



Learn more: <http://bit.ly/37grandbayway>

Caltrans info: <http://bit.ly/CaltransSR37>

Resilient 37 (SCTA): [www.scta.ca.gov/Highway37](http://www.scta.ca.gov/Highway37)



## LOCAL PUBLIC TRANSIT - FINDING A WAY THROUGH THE PANDEMIC

*Transit operators have had to adapt and rethink the future due to COVID-19 pandemic*

This year, public transit agencies were particularly hard hit by the pandemic. Even after the initial lockdown in the spring, all providers experienced less than half of weekday ridership from pre-pandemic levels.

The fact that our bus operators were already among the most efficient in the Bay Area has given local transit providers some flexibility (along with the Federal CARES Act and Measure M funding). Still, the challenge to restore service cuts from earlier in 2020, while adapting to meet the needs of residents in the future, is significant.

In 2020, the SCTA began leading a discussion about the future of transit, exploring improvements on multiple fronts, including:

rider experience, efficiency, governance, innovation and funding.

The Transit Integration and Efficiency Study (TIES) (2019) recommends actions that the transit operators could take to deliver more seamless transit service that improves passenger experience, reduces operating and capital costs, and better integrates the existing operating systems. Recommendations are set up in a four-phase approach where each phase builds upon the earlier phase as a foundation for the more complex actions.

Prior to the pandemic, the transit operators committed to working through most of the phase one and two recommendations via the Coordinated Appendix for the Short Range

Transit Plans. Progress has been slow but steps have been made on TIES recommendations such as joint procurements, shared IT staff, coordination of fares programs including the launch of the Clipper START program, and integration of real-time arrival information on the 511.org system.

The pandemic and recent fires have created the immediate need for action on health and safety, service changes, budget issues, and most recently, evacuations. In light of current needs for recovery, the transit managers have identified service planning coordination and collaboration on information sharing with the public as high priorities.

 Learn more: <https://scta.ca.gov/TIES>



# TRAVEL MODEL

SCTA staff completed a major revalidation and update to the Sonoma County Travel Model in 2020. The first phase of this project focused on calibrating and validating the travel model using current transportation and demographic data. A new data source for this work was the Sonoma County Travel Behavior Study, which used mobile-source, or "big data" to provide a broad look at county wide and regional travel and transportation behavior.

Adjustments and revisions were made to the travel model until it was able to adequately represent travel conditions. Information collected as part of the Travel Behavior Study and other data sources were employed to estimate weekend travel and traffic patterns and to add enhancements that allow the model to provide better estimates of visitor/tourism and winery and agricultural related travel. The updated travel model was tested and installed in the fall of 2020 and is now available to analyze projects and travel in the county.

In 2020, the travel model has been used to support project level traffic analysis work, general plan analysis, local or area specific plan analysis, water modeling, impact fee development and compliance with new state mandated transportation impacts analysis.

# FUNDING FOR BIKE PATHS AND BUSES

SCTA staff coordinates funding from the Transportation Fund for Clean Air (TFCA) Program of Projects and Transportation Development Act, Article 3 (TDA3) Program of Projects in order to help important projects get completed for clean air and a more efficient transportation system.

The SCTA Board voted in May to approve funding for transportation projects that reduce air pollution as part of the FY20/21 TFCA program of projects to be submitted to the Bay Area Air Quality Management District. Staff worked with local transit providers and public works agencies to distribute a total of \$771,744 as follows:

- Sonoma County Transit - \$185,722 for Electric Bus Purchase
- Petaluma Transit - \$108,200 for Transit Marketing
- Santa Rosa CityBus - \$305,278 for Trip Reduction Incentives
- Petaluma Public Works- \$172,544 for the Lynch Creek Trail

The SCTA Board also voted in May on funding for bike and pedestrian projects as part of the FY20/21 TDA3 program of projects to be submitted to the Metropolitan Transportation Commission. Staff worked with local jurisdictions to distribute a total of \$1,192,995 as follows:

- Rohnert Park - \$480,000 for Trail to Crane Creek Regional Park
- Santa Rosa - \$450,000 for Santa Rosa Avenue Bike and Pedestrian Enhancements
- Petaluma - \$62,995 for the Lynch Creek Trail
- County Regional Parks - \$200,000 for the Copeland Creek Trail (Petaluma Hill Road to Crane Creek Regional Park)

# MOVING FORWARD 2050

*Comprehensive Transportation Plan (CTP) for the next 30 years takes shape*

The SCTA continued updating Sonoma County's Comprehensive Transportation Plan in 2020 to ensure that the plan is relevant, useful, and represents the community's needs for transportation. The new plan, called Moving Forward 2050, looks at transportation and projects over the next 30 years.

As part of updating the plan, the SCTA Board determined that the Vision and Goals needed updating. At the beginning of 2020, the SCTA Board received input on the vision, goals and guiding principles through a public workshop. The new vision for the plan is:

*Connecting people and places as we transition our transportation network to zero-emissions by 2050.*

This vision is supported by a set of goals stating that our transportation should be:

1. Connected and Reliable
2. Safe and Well-Maintained
3. Community Oriented and Place-Based; and
4. Zero-Emissions

As the COVID-19 pandemic made public meetings unsafe, SCTA staff developed a number of webinars to explore what goes into the CTP, hear from residents and discuss the future of transportation in Sonoma County. In 2020, webinars included topics from *Vision Zero*, *Making Streets Safer* to the *Future of Public Transit*

*in Sonoma County and A Future With Less Driving.*

Staff worked to summarize current conditions and provide estimates for future transportation outcomes in Sonoma County using the Sonoma County Travel Model and other data resources - such as the Sonoma County Travel Behavior Study. Transportation and other metrics have been updated to reflect changes to the CTP goals and vision. The travel model and other resources are being used to analyze CTP performance.

The SCTA is continuing to process community feedback, develop forecasts, and propose solutions in order to present a Draft Plan in early 2021. Initial outreach for the plan included a series of listening sessions with members of disadvantaged and under-represented communities that highlighted the growing transportation needs in Sonoma County. We look forward to bringing back a Draft Plan that responds to many of the needs we have heard from our community over the past year and half. A final plan is expected later in 2021.



Learn more: <http://scta.ca.gov/2050>





## HIGHWAY IMPROVEMENTS

### *Sound walls and over-crossing go up in 2020*

Significant progress was made in 2020 to complete the last gap in Sonoma County's Highway 101 carpool lanes. By replacing the bridge over the SMART tracks, drivers will be able to use the full system of carpool lanes promised when Measure M was passed in 2004. The remaining gap along Highway 101 in Marin County is closer to completion with the award of key funding from California's Road Repair and Accountability Act (SB 1) competitive program.

Construction crews took advantage of dry weather and reduced traffic during the pandemic to speed up construction of sound walls on Highway 101 through Petaluma. In Northern Sonoma County, Caltrans also took advantage of reduced traffic due to stay-at-home orders, and put down a fresh layer of asphalt between Geyserville and Cloverdale as part of the second phase of the "Big Pave" project.

Other highways in Sonoma County also saw important upgrades receive needed funding. A new fix for the state route 116/121 intersection in Sonoma will now improve traffic circulation and safety thanks to \$19M from the California Transportation Commission. Similar to Highway 101, our local Measure M funding makes it possible to leverage this state grant.



# MEASURE M - IMPROVING TRIPS EVERY DAY

Measure M plays a large role in supporting a county-wide program to improve transportation in Sonoma County. In 2020, significant improvements were delivered across the six programs under Measure M and across all jurisdictions. Some highlights are below:

Local Streets and Roads (LSR): Measure M provides 20% of its revenues to the County and each of the nine cities to be used to repair potholes, maintain streets and keep traffic moving. In Fiscal Year 2019-20, the SCTA distributed \$5,041,286 in LSR funds to the County and the nine cities to use on their individual rehabilitation programs.

- Pavement overlays were a key investment across all jurisdictions.
- The County spent \$1,739,448 on its overlay program and maintenance programs - including the Bohemian Highway, Porter Creek Road, and River Road.
- The City of Santa Rosa used \$200,000 to help reconstruct Fulton Road between Occidental Road and W. 3rd Street (updating pedestrian ramps and Class II bike lanes).
- Rohnert Park spent \$66,089 to advance a Railroad-Adjacent Safety Improvements project, which analyzed safety for pedestrians, bicyclists, and drivers while

installing safety devices.

- Petaluma spent \$393,950 on its roadway maintenance program, which repaired approximately 2,359 potholes citywide.
- The City of Healdsburg spent their amount performing a citywide traffic signal timing audit, along with signing and striping maintenance and pavement and sidewalk repairs.
- Cotati - The City expended \$104,970 on construction of the city's Overlay Program. Below is a table showing the streets addressed, with Pavement Condition Index (PCI).

Local Bus Transit (LBT): Measure M provides 10% of its revenues to its three local bus transit operators. The transit providers use Measure M to maintain and expand service. In FY 2019-20, the SCTA distributed \$2,520,387 in LBT funds.

Highway 101: Measure M contributes 40% of its sales tax revenue to the Highway 101 program to develop and build High Occupancy Vehicle (HOV) lane projects along five distinct areas of Highway 101. Expenditures totaled \$18,953,739 in 2020 - mainly along sections on the Marin-Sonoma Narrows in and around Petaluma.



Learn more:

<https://scta.ca.gov/measure-m/>



## MEASURE M 2020

The Local Street Projects program receives 20% of Measure M revenue. In 2020 expenditures totaled \$1,474,420, resulting in progress on several projects, including:

- Landscaping at the Highway 101 interchange at Airport Blvd.
- Hearn Avenue Interchange improvements to widen the bridge and approach in Santa Rosa.
- Fulton Road improvements in Santa Rosa to add turn lanes and a lane in each direction on Fulton Road.
- Route 116/121 intersection improvements near Sonoma that would remove a right turn lane and install a signal or roundabout.

The Bicycle and Pedestrian Projects Program receives 4% of Measure M revenue. In fiscal Year 2019-20, expenditures totaled \$598,918, with projects and programs such as:

- Arnold Drive Bike Lanes - added shoulders and bike lanes through to Glen Ellen to Highway 12.
- Safe Routes to School - worked with the Sonoma County Bicycle Coalition to implement the Countywide Safe Routes to Schools Program.
- Bike to Work Day and Bike Month - re-branded as Bike to Wherever Days in 2020 due to restrictions from the COVID-19 pandemic.





# SONOMA-MARIN

## BIKESHARE

Planning and development are underway for a system of 300 shared pedal electric assist bicycles (e-bikes) around and connecting to SMART stations through the Marin-Sonoma Bikeshare Pilot Program. A public outreach campaign to collect input on bikeshare parking hub locations is in development. The bikeshare contractor, Gotcha Mobility LLC (Gotcha), will seek input through an online survey tool distributed through a stakeholder email list, program webpage, social media outlets, newsletters, bicycle committees and other existing meetings.

Results of the public feedback, along with a technical demand analysis, will determine zones of interest in which to identify specific sites for parking hubs and seek approval from cities. Each participating agency will confirm their involvement through a coordination agreement and local approval process. Launch of the system is targeted for summer 2021 for a three-year pilot operating period.

*"In 2020, US bike riding increased by 20% or more in just about every category, on pavement, on dirt, at parks and hopefully (soon) to work and school. - PeopleForBikes*





## ROLLING WITH THE BIKE BOOM

Usually held in May, Bike to Work Month was canceled due to the COVID-19 pandemic. It was then rescheduled and re-branded as Bike to Wherever Days. Thousands of people throughout the Bay Area joined in a host of cycling activities, challenges, and classes throughout the month of September! The Sonoma County Bicycle Coalition (SCBC) added to the celebration with a month-long bicycle scavenger hunt.

With funding from SCTA, the SCBC held 10 online events with over 100 attendees during May. Other

virtual National Bike Month activities included a Facebook support group; a Pledge to Ride (followed up with weekly emails); a challenge group on Love to Ride (participants logged their goals, rides, and miles) and a photo scavenger hunt.

SCBC's Safe Routes to School staff created the Green Sneaker Challenge for schools and families throughout May, encouraging a variety of outdoor physical activities as well as online educational videos.

## VISION ZERO ACTION PLAN LAUNCHES

*New Aplan to eliminate traffic injuries and deaths in Sonoma County*

Vision Zero launched as a new project in 2020 through a partnership with the County of Sonoma's Department of Health Services. The project focuses on action-oriented strategies to reduce serious injuries and fatalities caused by traffic collisions, and improving health, quality of life and economic vitality, particularly for low-income and disadvantaged communities.

This year, SCTA staff worked with a consulting team to develop a prototype data dashboard and story map, which gather and communicate information on

traffic safety using maps, tables, and graphics. The data dashboard and associated data resources are intended to support safety planning and engineering work in Sonoma County.

 Learn more: <http://bit.ly/DraftVZDashboard>





## SONOMA CLIMATE MOBILIZATION

Recognizing the urgent need to take action on the climate crisis, the Sonoma County Regional Climate Protection Authority (RCPA) Board and nine of its ten member jurisdictions adopted climate emergency resolutions in the past year. The RCPA has developed an administrative draft of the Sonoma Climate Mobilization (SCM) Strategy to support these resolutions and enable Sonoma County to achieve a target of carbon neutrality by 2030.

The SCM Strategy builds on the Climate Action 2020 and Beyond (CA 2020) plan published in 2016. The new strategy sets a goal of carbon neutrality by 2030, a more ambitious goal than the 40 percent below 1990 levels by 2030 established in CA 2020.

The Strategy contains a ten-year policy package that outlines thirteen countywide strategies under local authority with the potential to significantly reduce greenhouse gas (GHG) emissions and increase carbon sequestration by 2030. These strategies have been developed by RCPA in collaboration with its members, partners, advisory committees, and local climate experts.

The RCPA will support the policy package by coordinating with cities, the County, and special districts to assist with policy development and implementation for those areas that provide the greatest impact to reducing emissions.

While RCPA has a key role to play in coordinating implementation of the strategy, success in achieving our goal will require a collaborative, community-wide mobilization of resources across all sectors – local government, community-based organizations and nonprofits, business, labor, educational institutions, and community members.

Once the Sonoma Climate Mobilization is adopted by the RCPA Board as the guiding document, RCPA will work with a broad group of stakeholders to develop detailed implementation plans and funding options for each strategy.

 Learn more: <https://rcpa.ca.gov/scm>



*The Town of Windsor, CA's floating solar array system is now fully energized and online. The new floating solar array, the largest in California, will reduce Windsor's GHG emissions by 350 metric tons of CO<sub>2</sub>/year and save \$5 million over the next 25 years!*







## EQUITY AND CLIMATE

Sonoma County's Latinx community has been disproportionately impacted by the COVID-19 pandemic, revealing persistent inequities in access to good jobs, affordable housing, and quality health care. These inequities also increase the community's vulnerability to climate change risks like wildfires and flooding.

While our Latinx and other frontline community members suffer the greatest impact, they are too often left out of the conversation when it comes to climate action planning. One of the big themes RCPA heard as it gathered input for the development of the Sonoma Climate Mobilization Strategy was the importance of addressing the needs of our frontline communities by integrating equity into climate action planning.

To increase its understanding of equity, RCPA staff completed an equity training program offered by the Urban Sustainability Directors Network (USDN). RCPA will use the tools and processes presented in the training to incorporate equity into implementation plans for the Sonoma Climate Mobilization Strategy.

# 2018 GREENHOUSE GAS INVENTORY

The RCPA established a baseline communitywide GHG inventory for calendar year 2010 and a backcast inventory for 1990 as part of the Climate Action 2020 and Beyond (CA2020) development process. The RCPA completed a 2018 inventory update to help track progress towards achieving the short and long-term emissions reduction goals established in CA2020.

Sonoma County emissions in 2018 were 3.41 million metric tons CO<sub>2</sub>e (MT CO<sub>2</sub>e), slightly below 2015 emissions of 3.44 MT CO<sub>2</sub>e. Relative to 1990 emissions, 2018 emissions decreased by 13%. Get the full 2018 Update for a comprehensive greenhouse gas inventory update, with a breakdown of jurisdiction specific emissions.

Our regional approach to reducing GHG emissions recognizes the shared nature of the challenge as well as the fact that Sonoma County communities each have a different capacity to achieve emission reductions. Additionally, statewide policies and programs to reduce GHG emissions related to building energy and transportation play a critical role and represent 50% of the local GHG reductions

needed to reach our 2020 target.

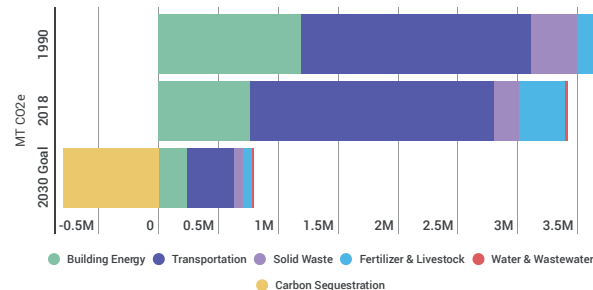
This 2018 inventory report is an important milestone in our work to reduce countywide emissions. It is now time to develop a new strategy to accelerate and focus our efforts to meet our 2030 goal to reduce emissions even further in line with the scientific imperative to avoid the catastrophic impacts of unchecked climate change.



Learn more:

<https://rcpa.ca.gov/GHGInventory>

## 1990-2018 GHG Emissions & 2030 Goal



# CLIMATE ACTION 2020 ANALYSIS

RCPA wrapped up the Climate Action 2020 and Beyond Plan in 2020 by completing an assessment of progress made and lessons learned. The results of the assessment were incorporated into the Sonoma Climate Mobilization Strategy.

CA 2020 outlined a series of measures to be taken at the regional and local levels to achieve reduction targets of 25% below 1990 levels by 2020, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050. It is estimated that Sonoma County's emissions will have decreased in 2020 due to the COVID-19 pandemic, but the size of the decrease won't be known until RCPA publishes the 2020 GHG Inventory update in 2022.





## COORDINATION

### Members and partners

As part of the work to implement the RCPA Strategic Plan and develop the Sonoma Climate Mobilization, staff convened RCPA's members and partners in regular meetings in 2020. These meetings are a key venue to better connect and inform members and partners and advance implementation. RCPA staff also participated regularly in

SCTA advisory committee meetings to share updates on RCPA programs and gather inputs on the SCM Strategy.


### CAAC - Special series to support SCM

RCPA convenes the Climate Action Advisory Committee (CAAC) quarterly in order to gather information and advice on the development and implementation of climate

action programs. The CAAC is made up of 24 local experts selected by the RCPA Board with a background in a range of climate-related disciplines. In 2020, the CAAC met for additional special meetings in September and November to provide guidance on the development of the Draft Sonoma Climate Mobilization Strategy.



### EV101

EV 101 is a 24/7 responsive online resource to help answer electric vehicle questions for Sonoma County residents. The online knowledge base offers easy-to-understand information about common questions and tips for getting the most out of a modern electric car. The site is part of a project funded by the California Energy Commission and has attracted over 8,000 visitors and reached another 5,000 Sonoma County residents through video testimonials from local EV owners.  Learn more: <http://ev101.drivееv.org/>

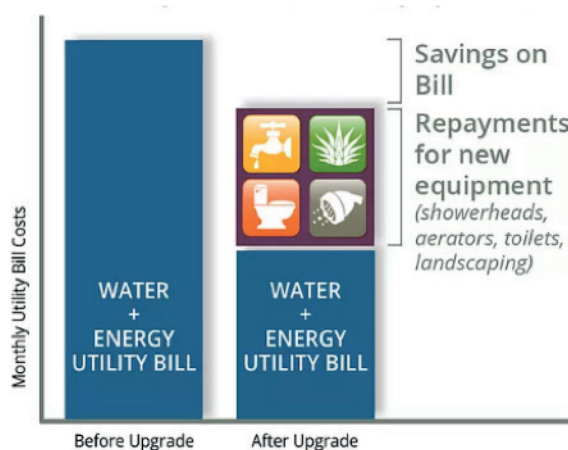
# WATER UPGRADES \$AVE

RCPA staff continued to develop Water Upgrades \$ave formerly known as the Water Bill Savings regional program — in collaboration with Partner Utilities from Town of Windsor, City of Hayward, and East Bay Municipal Utility District (EBMUD) and Program Committee members representing the Bay Area Regional Energy Network (BayREN) single family, multifamily, and codes and standards programs.

The Water Upgrades \$ave Program will provide turn-key services to help Partner Utilities meet new state and local water efficiency goals, reach local difficult to serve customers (e.g., low- and moderate-income property owners and renters), and produce water and energy savings on the customer side of the meter. In 2020, the project was able to secure the funding needed from the MTC and establish major implementation partners for a 2021 launch.



Learn more: <https://rcpa.ca.gov/WUSave>



Customers can install eligible water efficiency measures with no up-front cost, using a monthly on-bill charge that is significantly lower than the estimated savings, and begin saving right away.





## AIR DISTRICT SUPPORT WILDFIRE PREPAREDNESS

The RCPA received important support in 2020 from the Bay Area Air Quality Management District to continue working with cities in Sonoma County to implement regional climate protection and greenhouse gas reduction measures, as well as to update their local climate action plans to address the long-range GHG reduction targets for 2030 and 2050.

This work complements the regional climate protection strategy described in the 2017 Clean Air Plan (2017 Plan) adopted by the Bay Area Air Quality Management District Board of Directors in April 2017. Together with the Sonoma Climate Mobilization Strategy, this collaboration supports a comprehensive strategy to reduce GHG emissions from all economic sectors.

Both plans also describe a similar long-range vision of the fundamental changes that will be needed to decarbonize our economy and to reduce GHG emissions. The new 2030 Sonoma Climate Mobilization Strategy will be aligned with the 2017 Plan. Support from the Northern Sonoma County Air Pollution Control District made it possible to partner on air quality across the entire county.

 Learn more:  
<http://bit.ly/2017CleanAirPlan>

Wildfires are an increasing concern across California, with two major Sonoma County wildfires just in 2020. To assess land use, development, and local energy grid strategies in relation to community preparedness and wildfire resilience, RCPA worked with the City of Santa Rosa, the County of Sonoma, and the Urban Land Institute (ULI) to plan for a Sonoma County Resilience Advisory Services Panel. The panel was scheduled to meet in March 2020, but was postponed due to the COVID-19 pandemic. The RCPA and its partners plan to reschedule the panel for 2021.

This work is made possible with support from the Kresge Foundation, City of Santa Rosa, and the County of Sonoma. The ULI also developed a report on wildfires in 2020 that has useful recommendations for Sonoma County.

 For more information:  
<http://bit.ly/ULIWildfires>

# FINANCIAL STATEMENTS

Additional Audited Financial Statements for the SCTA and RCPA can be found at:  
<https://scta.ca.gov/library-archive/>

## RCPA 2020 FINANCIAL REPORT

Revenues	Total
Interest	\$6,223
County/Agency Contributions	\$1,472,748
Cities Contributions	\$193,725
State Grants - CEC Shift EV Implementation	\$32,526
<b>Total Revenues</b>	<b>\$1,705,222</b>

Expenditures	
RCPA Staff Time	\$698,584
Consultant Services	\$696,021
Legal Services	\$14,490
Fiscal Accounting Services	\$11,023
Annual Audit	\$7,300
Operational Expenditures, Insurance, Supplies, etc.	\$121,414
<b>Total Expenditures</b>	<b>\$1,548,832</b>

<b>Starting Fund Balance</b>	<b>\$205,060</b>
Total Revenue	\$1,705,222
Total Expenditures	\$1,548,832
Change in Fund Balance	\$156,390
<b>Ending Fund Balance</b>	<b>\$361,450</b>

## SCTA 2020 FINANCIAL REPORT

Revenues	SCTA	TFCA	RED	Measure M	Total
Sales/Use Taxes	\$-	\$-	\$-	\$25,383,948	\$25,383,948
Interest Earnings	\$43,775	\$18,319	\$-	\$957,532	\$1,019,626
Federal	\$1,173,055	\$-	\$-	\$410,109	\$1,583,164
State	\$202,971	\$-	\$-	\$3,604,137	\$3,807,108
Regional	\$48,536	\$615,064	\$-	\$-	\$663,600
Local	\$437,352	\$-	\$-	\$-	\$437,352
Other	\$139,493	\$-	\$-	\$-	\$139,493
<b>Total Revenues</b>	<b>\$2,045,182</b>	<b>\$633,383</b>	<b>\$-</b>	<b>\$30,355,726</b>	<b>\$33,034,291</b>
<b>Expenditures</b>					
Salaries & Benefits	\$2,487,302	\$-	\$-	\$-	\$2,487,302
Services and Supplies	\$565,622	\$40,746	\$-	\$1,620,293	\$2,226,661
Contributions to Other Govts	\$-	\$235,981	\$10,520	\$18,785,409	\$19,031,910
Other Expenses	\$-	\$-	\$-	\$9,156,429	\$9,156,429
Reimbursements	\$(1,090,921)	\$-	\$-	\$-	\$(1,090,921)
<b>Total Expenditures</b>	<b>\$1,962,003</b>	<b>\$276,727</b>	<b>\$10,520</b>	<b>\$29,562,131</b>	<b>\$31,811,381</b>
Starting Fund Balance	\$817,607	\$815,236	\$10,520	\$53,773,028	\$55,416,391
Total Revenue	\$2,045,182	\$633,383	\$-	\$30,355,726	\$33,034,291
Total Expenditures	\$1,962,003	\$276,727	\$10,520	\$29,562,131	\$31,811,381
Audit Adjustments					
Change in Fund Balance	\$83,179	\$356,656	\$(10,520)	\$793,595	\$1,222,910
<b>Ending Fund Balance</b>	<b>\$900,786</b>	<b>\$1,171,892</b>	<b>\$-</b>	<b>\$54,566,623</b>	<b>\$56,639,301</b>



# OUR APPRECIATION



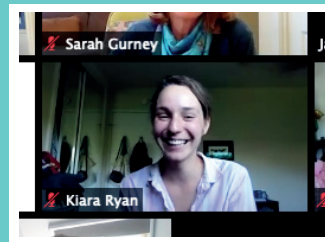
**Bob Anderson** was honored in January 2020 for 30 years of service as the chair of the Citizen's Advisory Committee (CAC). Bob joined the CAC at its inception in 1990, representing the United Wine Growers, and has expertly run countless monthly meetings while providing keen insight, context and dry humor.



**Carolyn Glanton** spent 4 years with the RCPA - where she has managed numerous efforts focused on energy efficiency, energy codes and standards, renewable energy, electric vehicles, community and city engagement and climate planning. We wish Carolyn the best in her new role with Sonoma Clean Power.



**Aleka Seville** made huge contributions in her role as RCPA's Director of Climate Programs over the past 2 years. Aleka worked with our partners on a strategic plan while leading a small team to do big work on energy efficiency, renewable energy, electric vehicles, community engagement and climate planning. We wish Aleka all the best as she continues her climate work on the BayREN team.



**Kiara Ryan** served as a CivicSpark Fellow to the SCTA from September 2019 to July 2020. Kiara provided valuable contributions to advance our mode shift goals, including support for the regional bikeshare program, outreach and branding for the Emergency Ride Home program, and support for the Vision Zero plan.

[info@scta.ca.gov](mailto:info@scta.ca.gov)

[scta.ca.gov](http://scta.ca.gov) | [rcpa.ca.gov](http://rcpa.ca.gov)

707.565.5373